Repair of railway tracks

431. SHRI RAVULA CHANDRA SEKAR REDDY:
DR. T. SUBBARAMI REDDY:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Central Government has allocated Rs. 32,000 crores for taking up repairs of railway tracks all over the country;

(b) if so, what is the total amount Railways have allocated from Railway Safety Fund and by the Prime Minister under the Rail Vikas Yojana; and

(c) whether the Railways have prepared a comprehensive report on all safety issues; if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BANDARU DATTATRAYA): (a) No, Sir.

(b) The allocation for track renewals is Rs. 7,670 crores in Railway Safety Fund. Under National Rail Vikas Yojana (NRVY), about Rs. 3,000 crores are expected to be spent on upgradation of track. However, the details of the works under NRVY are still being worked out.

(c) A high level committee called Railway Safety Review Committee (RSRC) under the Chairmanship of Justice H.R. Khanna set up in August 1998, has reviewed the safety performance of Indian Railways. The Committee's report contains 278 recommendations on various issues such as investment planning and policies, personnel matters, track and bridges, rolling stock, signalling and telecommunication, disaster management, safety organisation and matters concerning Commission of Railway Safety etc. Action to implement the accepted recommendations is under various stages depending upon availability of resources and success of trials, in some cases.

SRSF to prevent rail accidents

432. SHRI P. PRABHAKAR REDDY: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Rs. 17,000 crore Special Railway Safety Fund was created on October, 1, 2001 for toning up railway safety measures including track renewal and upgradation and replacement of signalling equipment and rolling stock;

(b) if so, the amout spent out of the fund so far, with details on different counts;

(c) what other measures have been taken to ensure greater safety in the railways; and

(d) what has been the impact of these measures on the occurrence of railway accidents?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BANDARU DATTATRAYA): (a) Yes, Sir. With a view to wipe out the arrears of replacements and renewals of overaged assets on the Railways, the Government has set up a non-lapsable Special Railway Safety Fund of Rs. 17,000 crore with effect from October 1, 2001.

(b) The expenditure incurred through this fund for the year 2001-02 and expected to be incurred in 2002-2003 is as follows:

(Rs. in Crores)

Plan Head	Actual Expenditure 2001-02	Budget Estimate 2002-03	Revised Estimate 2002-03
Track Renewal	1347.63	1661.00	1897.08
S&T Works	155.92	505.00	447.23
Bridge Works	44.15	143.30	156.77
Rolling Stock	127.61	280.00	240.00
M&P	—	9.00	3.26
Other Electrical Works	—	0.50	0.50
Other Specified Works	—	0.50	0.50
TOTAL	1675.31	2599.30	2745.34
Less credits	241.03	389.30	435.34
Net Amount	1434.28	2210.00	2310.00

(c) Some of other safety measures being taken are as under:—

(i) Fouling Mark to Fouling Mark (FM to FM) track circuiting on entire 'A', 'B', 'C' 'D' and 'D Spl.' Routes, having speed above 75 kmph, have been done and remaining portion of the work is under progress.

(ii) Extended field trials of Anti Collision Device (ACD) have been completed on Northern Railway.

(iii) Last vehicle check by Axle Counter have been introduced over 190 block sections and more sections are being progressively added.

(iv) State of the art technology of Digital Mobile Train Radio Communication has been sanctioned on some important sections for providing duplex radio communication between driver/guard and control.

(v) Walkie-talkie sets have been provided to Drivers and Guards of all trains for faster and better means of communication.

(vi) Drivers and Guards are also being progressively provided with LED based electronic flashing lamps and hand signal lamps which have better visibility.

(vii) There has been progressive increase in use of Tie Tamping and ballast cleaning machines for Track Maintenance. Also Track Renewal Trains are being used.

(viii) For monitoring track geometry and running characteristics of the track, sophisticated track recording cars, oscillograph cars and portable accelerometers are being used progressively.

(ix) For detection of rail fractures/weld failures, adequate double rail Ultra Sonic Flaw Detectors have been procured. Self Propelled Ultrasonic Rail Testing cars are being procured.

(x) Maintenance facilities for coaches and wagons have been modernised and upgraded at many depots.

(xi) Routine Over Hauling Depots have been equipped with ultrasonic testing equipment for detection of flaws in the axles so as to prevent cases of cold breakage of axles.

(xii) Whistle Boards/speed breakers and road signs have been provided at unmanned level crossings.

(xiii) Periodical Safety Audit of different divisions by inter-disciplinary teams from Zonal Headquarters is being conducted.

(xiv) Training facilities for drivers, guards and staff connected with train operation have been modernized including use of simulators for training of drivers.

(xv) Performance of the staff connected with train operation is being constantly monitored and those found deficient are sent for crash training courses also.

(xvi) Stringent penalty to the extent of dismissal/removal from service is being imposed on officials causing serious accidents.

(d) As a result of various safety measures, the number of consequential train accidents have been coming down gradually over the years. They have come down from 1130 accidents in 1981-82 to 414 during 2001-02.

Installation of ACD

433. SHRI K. RAHMAN KHAN:
SHRI RAJU PARMAR:
SHRI BHAGATRAM MANHAR:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that accidents in the various railway zones have increased during the last one year;

(b) whether it is also a fact that one of the factors for frequent accidents is that railway do not have Anti Collision Device (ACD) developed by Konkan Railway;

(c) whether Government propose to install Anti Collision Devices in view of the increasing number of rail accidents; and

(d) if so, how much time would be needed for the installation of such devices to keep at bay losses of man and material due to rail accidents?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BANDARU DATTATRAYA): (a) No, Sir. The number of consequential train accidents on Indian Railways has declined from 473 in 2000-01 to 414 in 2001-02.

(b) Train accidents are caused by various factors. One of the many initiatives that help in controlling the occurrence of accidents is the